

**RESOURCE CONSERVATION RECOVERY ACT SUBTITLE-C INSPECTION**

Regional Enterprises Inc.  
410 Water Street  
Hopewell, VA 23860

AUG 30 2011

RCRA Number: VAD988202586

Inspection Date: July 19, 2011

EPA Inspector: Justin Young  
Physical Scientist/Inspector – OECEJ  
410-305-3029

VADEQ Representative: Clint Shettle  
Environmental Specialist II  
804-527-5032

Facility Representatives: Sean Daily- Terminal Manager  
James Cummings Jr. – Safety and Transportation Manager

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## Background

The inspection of Regional Enterprises Inc. (the Facility) was conducted by the Office of Enforcement, Compliance and Environmental Justice (OECEJ) Region III, on July 19, 2011. Prior to the inspection, Mr. Young contacted the Virginia Department of Environmental Quality two weeks prior to the inspection. Mr. Clint Shettle (VADEQ) was present for the inspection. EPA inspector, Justin Young presented his credentials to the Facility as an authorized representative of the Agency, and then Mr. Young briefly explained the scope and time frame of the inspection to Facility personnel. The Facility was inspected based on a process type inspection. Based on information provided by the EPA regional office, the Facility was a transporter of hazardous waste. Mr. Young informed the Facility that he was Confidential Business Information (CBI) cleared. If at any point in the inspection, the Facility needed to notify the inspectors if the information was considered CBI.

The terminal was built around the 1920's, but the Facility has been at the location since approximately 1973. The Facility has approximately 46 employees, broken down between terminal operators, shop mechanics, drivers, and Facility staff. Depending on the type of employee the operating schedule for the Facility is 7am to 6pm. The Facility does have the ability to work on a 24 hour basis.

The EPA inspector was accompanied on a physical tour of the Facility by Mr. Sean Daily, Mr. James Cummings and Mr. Clint Shettle.

## Process Description

The first portion of the inspection began with the Facility representatives explaining the processes conducted at the Facility. The Facility is a distribution/terminal for the shipment of products with six major clients (Suffolk Sales, Olin, Southern Ionics, MeadWestVaco (MVW), Noble Oil, and Nustar. The products coming in and handled onsite are Sodium Hydroxide (Caustic), Sulfuric acid, Crude Tall Oil (CTO), and Sodium Bisulfate, Vacuum gas Oil (VGO), asphalt, and #2 oil. There are a total of 15 designated locations for rail car storage, 4 tractor truck loading bays, 7 active storage tanks, and a barge dock. The Facility can handle and transport other products on a case by case basis. The Facility handles the incoming and outgoing product through three forms of transportation. The first type of transportation used is rail cars, the second is tractor trailers and the last form of transportation used is barge. **Attachment #1** shows a basic layout of the Facility.

The rail cars come in either empty or full depending on the customer. Once the product comes in via rail, it can be sent to an onsite tank for storage prior to distribution into a tractor trailer for delivery or it can be directly piped to awaiting tractor trailers for loading and delivery at the truck loading bays. The Facility also stated they can split the rail car loads back into another rail car. On the very rare occasion the rails cars send product to the barges via pipeline. The Facility stated they do not have blenders or

mixers. The only process they use is dilution. Sometimes the Facility uses water to dilute the products to the client's specifications. The water is added to the awaiting tanker truck and then filled with the correct amount of product. The Facility stated they do not dilute rail cars. The Facility does not have the ability to clean or wash out the rail cars. They are sent back to the client or customer for handling. Two caustic tanks (9 and 130) are connected via pipeline from the unloading and loading areas for the rail cars. These tanks are also connected to each other via pipeline for transferring purposes.

The Facility accepts and handles 3 major products via the trucks. The first product is crude tall oil, which the Facility brings in and unloads into rail cars. The second product is VGO, which is brought in and unloaded via piping into tank 60 or 120. The Facility stated the VGO is a feedstock used in the petroleum refinery process. The third product brought in is caustic. The Facility stated this rarely happens and if caustic is brought in it can be pumped into tank 9. The Facility stated they use bays #1 and #2 to fill trucks for #2 oil only. These loading bays are connected directly via piping to tank 90. Loading bay #3 is connected via piping to city water and tank 130. Bay #4 is used by the Facility as a washing bay for the trucks. The Facility has a SOP in place for the washing of trucks. There are 13 basic steps (**See attachment #2**), which start with a wash sheet request, then close the wash bay drain pull the trailer into the wash bay, hook all hoses to outlet valves, open the dome lid, insert a washer spinner with supplied water, wash for 30 minutes, discharge part of trailer into washout bay to check pH. According to the Facility, their pretreatment permit allows them to discharge between pH's of 5 S.U. and 10 S.U. At this point the Facility decides if the washout liquid needs to be neutralized before they can open the valve for the washout bay and discharge to the local WWTP (Hopewell regional). Lastly, the Facility fills out the required information on the washout sheet and file a copy. Once the trucks are full the Facility does have a staging area for full trucks awaiting delivery.

The products coming into the Facility by barge are asphalt from Nustar, caustic from Suffolk Sales and #2 oil. The products leaving the Facility are VGO from tanks 60 and 120.

#### Permit Status

The Facility notified as a transporter of hazardous waste. Upon inspection of Facility, they do not appear to transport hazardous waste. The facility is not permitted to treat, store or dispose of hazardous waste.

#### Hazardous Waste and Universal Waste Generation

##### *Hazardous Waste Generation*

- Maintenance waste - The Facility generates waste aerosol cans from the maintenance operations.

### *Universal Waste Generation*

- Used Lamps – The facility generates used fluorescent light tubes that are handled by a third party contractor.
- Used Batteries – The facility generates used lead acid batteries on site. These batteries were being stored at the maintenance shop.

### Inspection Observations

The inspection statements were based on information provided by Mr. Daily and Mr. Cummings, along with site specific employees.

### *Rail Car Yard*

The rail cars have a general designation area, being number 1-15 as seen on **attachment #1**. The EPA inspector asked what the Facility uses as containment when emptying or filling the rail cars. The Facility stated they have drip/spill buckets under the rail cars (**See photo #1**), but the entire Facility is considered the secondary containment area. Once the Facility is finished loading/unloading, the drip buckets are taken to the drum storage area and emptied into the correct drum for further storage as non hazardous waste. To get the product from the rail cars to the tractor trailers, the Facility pressurizes the rail cars. The Facility determines if the rail cars are empty by viewing the pressure valve, which should read zero and have the pressurized hose blowing out air. Once that happens, the Facility opens up the hatch to observe inside the rail car. **Photos #2 through #7** show the rail cars onsite during the inspection.

### *Terminal Warehouse*

The Facility uses this building for multiple purposes including storage. Within this building there was a room of multiple containers full of oil/liquid (**See photos #8 and #9**). The Facility stated this oil/liquid was a combination of rain water, VGO and CTO, all of which is considered non hazardous by the Facility. There was also a wheel barrow of baking soda (**See photo #10**). The Facility stated the baking soda was good product.

### *Drum Storage Area*

This is where the Facility stores their waste drums prior to being shipped off for disposal. At the time of the inspection there were six drums of ethanol, which were rusted (**See photo #11 and #12**). One of the drums had an open bung (**See photo #13**). The Facility stated these drums of ethanol were used in one of the processes onsite, but this process has not been in place since October of 2007. The Facility was holding onto

these drums hoping to try and sell the drums. Also located in the drum storage area were ten unlabeled drums, which the Facility later stated was VGO, waiting for disposal as non hazardous. There were also two drums which stated "caustic and dirt 1824" (**See photo #14**). These drums were stated to be here for about two weeks. The Facility stated these drums were from a spill cleanup. The Facility neutralized the contents with citric acid powder and based on a pH paper test the contents of the drums were not corrosive. There was a red 25-gallon drum with no label or markings to denote the contents (**See photo #15**). The drum was full based on the inspector knocking and shaking the drum. In the back right corner of the drum storage area, there was a 55-gallon blue and white drum marked as containing fuel (**See photo #16**). The Facility was unsure of contents of this drum and did not know how long this drum had been in the drum storage area. **Photo #17** shows an overview of the drum storage area.

#### *Truck Bay #4*

Bay #4 is where the Facility, if needed washes out the tractor trailers (**See photo #18**). The wash out bay is a concrete slab about 3 inches deep. At the time of inspection there was a blue plastic 55-gallon drum, with a hose. The Facility stated this drum was full of water and they used the drum as a simple scrubber, from the cleanout of an ammonia tanker truck (**See photo #19**). The drum was going to be moved over to the drum storage area, but the Facility did not have a determination on the drum at the time of the inspection.

#### *Maintenance Shop*

The Facility has a basic maintenance shop located onsite. The Inspector met with Fleet Maintenance Manager, Mr. William Sanders. The maintenance shop has a parts washer, which is serviced by Safety Kleen Inc (**See photo #20**). The EPA inspector asked, what is done with the aerosol cans used by the Facility. At the time of the inspection the Facility did not have a procedure in place for the handling of waste aerosol cans. The inspector observed a white plastic bucket with used aerosol cans, which did not have any labels or markings denoting the contents (**See photo #21**). The Facility did not have a SOP in place to handle used aerosol cans, but prior to the inspector leaving the Facility, they put in place a standard operating procedure to treat the waste aerosol cans as a hazardous waste (**See attachment #3**). The Facility also handles and stores lead acid batteries (**See photo #22**). Mr. Sanders stated that every so often the Facility will take the old batteries and exchange them for new ones. There is no written policy or contract in place for the exchange of batteries. The used oil and antifreeze is collected and put into a drum for disposal off site as non hazardous.

#### Records Review

#### *Manifests and LDR*

The Facility did not have any shipments of hazardous waste over the past three years. The Facility had a bill of lading from Safety Kleen Inc. for the removal of the parts washer solution. The solution was considered hazardous by Safety Kleen, but the Facility was stated as being a CESQG. (See **attachment #4**)

#### *Training*

The Facility conducts in-house awareness training on personal protection equipment and how to respond to incidents according to job description. All Facility employees (Terminal, shop, and drivers) receive this training. The Facility said they are going to add information to the training with regard to hazardous materials management.

#### *MSDS*

The EPA inspector observed and collected MSDS sheets from the Facility based on what products they handle. Of those MSDS sheets the Facility is handling a 50% solution of sodium hydroxide, which has a pH of 14.0, sulfuric acid, which has a pH of 0.3 in solution, CTO, which on the MSDS stated the CTO itself is not hazardous, but the vapor space above the CTO could have excess TRS gas concentrations. **Attachment #5** shows all of the MSDS sheet observed.

#### *Washing Bay #4*

The Facility keeps logs of their trailer truck washings. On 4-8-2011, the Facility stated on the log sheet the morning pH of the liquid in the containment area prior to any washes or discharges was 12.54. The Facility then neutralized the liquid to 9.87 prior to discharging to the WWTP (See **attachment #6**). Again on 4-28-2011 the pH in the morning prior to any washings or discharges of the liquid in the containment area was 12.56.

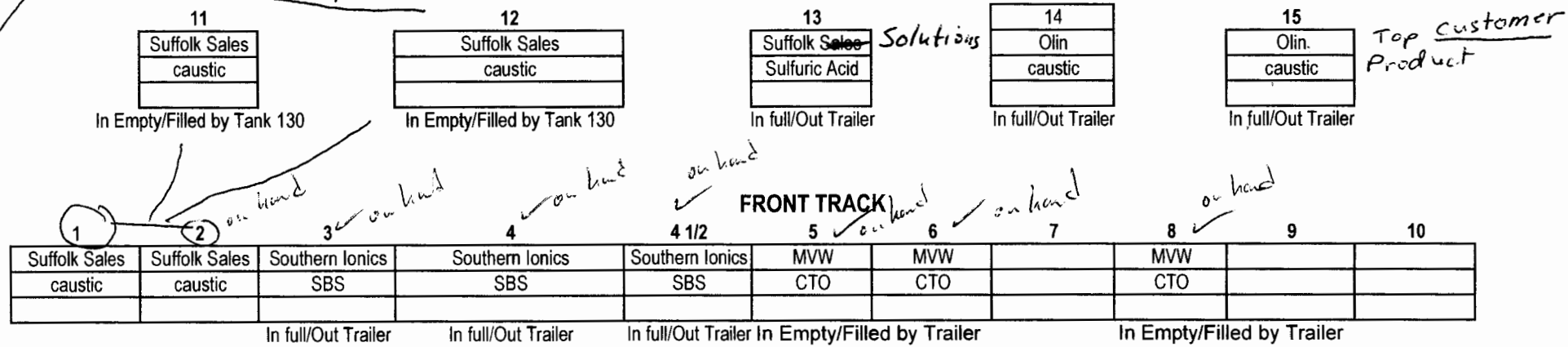
### **List of Attachments**

Attachment No.	Attachment Description
1	Facility Rail car layout
2	Truck washing SOP
3	Aerosol can SOP
4	Safety Kleen bill of lading
5	Facility MSDS's
6	Truck washing log



## **Attachment #1**

# Regional Enterprises, Inc. Railswitch/ Tanks Diagrams

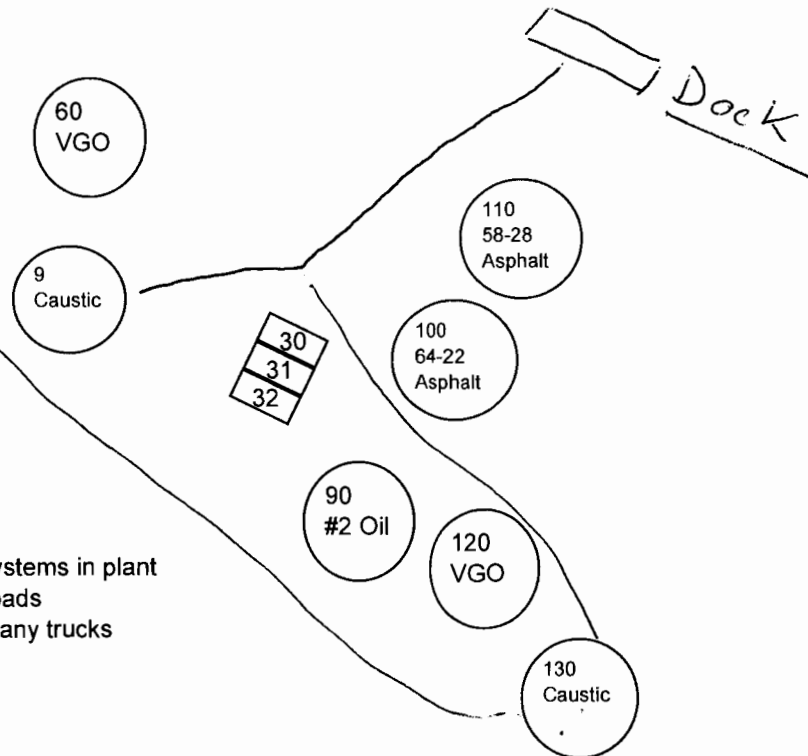


MWV = MeadWestVaco

CTO = Crude Tall Oil

SBS = Sodium Bisulfite

Tank	Product	
Tanks 60&120	VGO	In by truck/out by barge
Tank 90	#2 Oil	In by barge/out by truck
Tanks 9&130	Caustic	In by Ship/out by truck or rail
Tanks 100&110	Asphalt	In by barge/out by truck
Tank 30	#2 Oil	in by truck/burned in boiler systems in plant
Tank 31	Adhere Plus	In by truck/out with asphalt loads
Tank 32	Diesel	In by truck/used by our company trucks
Tanks 7,10,11,50, 140	Empty	

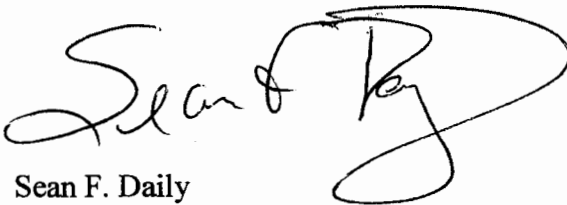


Sodium Hydroxide = Caustic

## **Attachment #2**

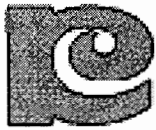
### **Standard Operating Procedure for Truck Wash/Water Discharge**

1. Receive wash sheet request from dispatch to wash trailer.
2. Ensure last product in trailer does not violate discharge permit with waste water treatment facility. i.e. No petroleum products are to be washed at this facility. See terminal manager when unsure.
3. Ensure wash bay drain is in the closed position.
4. Position trailer in wash bay. Hook all trailer hoses to outlet valve. Ensure valve is closed.
5. Open dome lid and ensure heel is not in trailer.
6. Hook-up washer spinner to water supply line and lower spinner into position.
7. Turn water on and wash trailer for 30 minutes.
8. Discharge part of the trailer (do not flood bay) into the wash bay and measure the pH.
9. pH discharge range is 5.0 – 10.0 SU. If the pH is within range, water can be released.
10. Adjust the water's pH level by using sodium bisulfate (decrease pH) and soda ash (increase pH) using small portions (3-5 scoops). Always measure the pH after adding chemicals to adjust pH. Never release water if pH is not within 5.0 – 10.0 SU.
11. Close water drain after discharge of water.
12. Continue cleaning the tanker until the pH of the water coming out of the tanker is between 5.0 – 10.0 SU.
13. Fill in all required information on the truck wash sheet and file in wash sheet book. Ensure dispatch has a copy.



Sean F. Daily  
Terminal Manager  
Regional Enterprises, Inc.

### **Attachment #3**



# **Regional Enterprises, Inc.**

410 WATER STREET, HOPEWELL, VIRGINIA 23860 (804) 458-0926 FAX (804) 458-7921

## **AEROSOL CAN DISPOSAL POLICY**

As of: 07/19/2011

### **1.0 Policy Statement**

Regional considers its compliance with the various regulatory regulations a  
Aerosol cans are considered "Hazardous Waste" and are not to be disposed of in  
the regular waste. When you have an aerosol can that you wish to dispose of,  
please follow this procedure.

### **2.0 Disposal Procedures**

Any metal container that is sealed and contains a propellant must be discarded in  
an approved container. A container label aerosol can has been placed in the shop for the disposal  
of aerosol cans. All aerosol cans will be disposed of by Safety Keen as required. At no time will  
an employee puncture and alter the can in any manner prior to for disposal.

Common aerosol cans are: paint, cleaners, and lubricants (ie;  
WD-40 and brake cleaner)

The aerosol receptacle will be collected quarterly or as needed. If you find the receptacle missing  
or full, please contact the Fleet Maintenance Manager at extension 21.

If the aerosol can is damaged or leaking, over pack it in a container with a tight fitting  
lid (i.e., 5-gallon pail or something similar). Label the outer container  
"Hazardous Waste – Aerosol can" and date the label. For removal of leaking  
aerosol can contact the Fleet Maintenance Manager at extension 21.

Point of contact this memo is the undersigned at (804)458-0926 ext 19.

James Cummings Jr.  
Safety and Transportation Manager

## **Attachment #4**

## Safety-Kleen

5400 Legacy Dr.  
Cluster II, Building 3  
Plano, Texas 75024  
804-748-3767

CUSTOMER# 781481 REGIONAL ENTERPRISES INC  
SERVICE TAX: 0.05000 410 WATER ST  
COMS TAX: 0.05000  
PRODUCT TAX: 0.05000 HOPWELL  
PHONE 804-458-0926  
PURCHASE ORDER# TAX

REFERENCE NBR  
0031766145  
06-21  
05/26/06 08:20  
23860

TAX EXEMPTION NBR:

## PRODUCT / SERVICES

SERVICE/ PRODUCT	QTY	UNIT PRICE	TAX	TOTAL CHARGE
100001 FEE, FUEL SURCHARGE	1	9.8500	0.00	9.85
30300 MODEL 30 W/105 RECYCLED	1	144.9000	7.25	152.15
S/N 30211876 TAG T0000000XX90154778	CLEAN 15		SPENT 14	
SERVICE TERM 12				
14000 MODEL 14 W/STAND & 105 RECY	1	82.8500	4.14	86.99
S/N 60209763 TAG T0000000XX90154779	CLEAN 5		SPENT 5	
SERVICE TERM 12				
TOTAL SERVICE /PRODUCTS		237.6000	11.39	248.99

USEPA TRANSPORTER 1 TXR000050930  
USEPA TRANSPORTER 2  
FORM CODE DP

GENERATOR USEPA CESQG  
GENERATOR STATE

US DOT DESCRIPTION (INCLUDING PROPER SHIPPING NAME, HAZARD CLASS, AND ID  
WASTE COMBUSTIBLE LIQUID, N.O.S.  
(PETROLEUM NAPHTHA) NA1993 PG11  
(ERG128) 6.7#/GAL (D001,D018,D039,D040)  
TOTAL CONT 1 TYPE DF TTL QTY 5 UNIT WT/VOL G SKDOT 704  
CNT# 60506023709 QTY 5

WASTE COMBUSTIBLE LIQUID, N.O.S.  
(PETROLEUM NAPHTHA) NA1993 PG111 RQ  
(D001JERG128 (6.7#/GL)(D018,D039,D040)  
TOTAL CONT 1 TYPE DM TTL QTY 14 UNIT WT/VOL G SKDOT 801  
CNT# 60506023710 QTY 14

DESIGNATED FACILITY NAME/ADDRESS:  
SAFETY-KLEEN SYSTEMS, INC.  
1200 W 100 RD

CHESTER, VA 23831

USEPA ID NO VAD981043011	TOTAL CHARGE	248.99
STATE ID NO	WASTE MIN	0.00
		-----
	TOTAL DUE	248.99

AMOUNT PAID CREDIT CARD 248.99  
 Visa ACCT# 0063 EXP DATE 09/08  
 UNPAID BALANCE THIS RECEIPT 0.00

Machine clean and good condition? Yes  
Decals in place and legible? Yes  
Fusible link installed? Yes  
Emergency closing of lid unobstructed? Yes  
Machine properly grounded? Yes  
Spent solvent meets acceptance criteria? Yes

GENERATOR STATUS 0 - 220 lbs/month

Customer certifies that (i) the above-named materials are properly classified, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation and (ii) no material change has occurred either in the characteristics of the waste materials or in the process generating the waste materials. Customer agrees to pay the above charges and to be bound by the terms and conditions (1) set forth in (a) the General Terms and Conditions provided separately to Customer or (b) any SK agreement signed by Customer and SK, and (2) incorporated herein by reference. Unless otherwise indicated in the payment received section, SK is authorized to charge Customer's account for this transaction. Customer certifies that the individual signing this Service Acknowledgement is duly authorized to sign and bind Customer. The following provision is applicable to Safety-Kleen's parts cleaner and paint gun cleaner services: Customer agrees that it will not introduce any substance into the solvent or aqueous cleaning solution, including without limitation any hazardous waste or hazardous waste constituent, except to the extent such introduction is incidental to the normal use of the machine. Customer further agrees that it will not clean parts/paint guns that have been contaminated with



